

DECLASSIFIED

SECRET SVC ZUI SHA45E H/0ZDK RUMSAR 560 19/1845Z
OO RUMSMA RUMALC RUHLKM RUHPA RUC SHCUCDAA RUEKDA
DE RUMSAR 560 19/1845Z
O 191615Z

X DZSSJCOVERSEDCETYWGRM TSN RVN
TO RUEAHQ/HQ USAF WASYNGTM DC
RUHLKM/PACARESCUECEN HICKAM AFB HAWAII
RUHLKMPACAF HICKAM ASB HAWA

RUCDAA/MATS SCOTT AFB ILL
RUMALC/13AF CLA
RUHPA/CINCPAC
RUEKDA/JCS WASHINGTON DC
RUMXA/MACV SAIGON RVN
BTO

ODBYWUCOSH/ARS ORLANDO AFB FLA

Classification (cancelled) (changed to UNCLASS)
effective on 13-3-75, under the authority of
GAS, by 14

18 MAY 1970

IMMEDIATE

- SECRET DET 3 64-335-/. HQ USAF FOR AFXOPH, PACAF FOR
FOCC-H,URS FOR ARODC, MATS FOR MAOCO/AT, 13AF FOR JSARC
1. RCS: 1-ARS - FI CLOSING REPORT.
 2. DT 3 PARC; 44 18 AUGUST 1964.
 3. 2- AUGUST 1/4.
 4. SAR. OBJECTIVE LOCATED BY AIR AMERICA 525.
 5. ONE SURVIVOR, PILOT OF HH-34, ONE DECEASED CJW MEMBER.
 6. AGENCY AND METHOD OF RESCUE: AIR ERICA H-34 WITTFQHR COMIR
AND AIR AMERICA ACTING ASON SCENE COMMANDER.
 7. SURVIVOR WAS TAKEN TOUDORN, THAILAND DISPOSITION OF DECEASED

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UNKNOWN.

8. SORTIES/FLYCG HOURS BY TYPE ACFT & AGENCY: 2,13 PLUS 10, HU16B
RESCUE FOUR, UNKNOWN NUMFLR OF SORTIES ACFT & PME FLOWN BY AIR
AMERICA,USAF, AND USN.
- 9 NUMBER OF GND PERSONNEL UNKNOWN.

10. ADDITIONAL INFORMATION: AT 18/0545Z AIR AMERICA 525 REPORTEDU
T-28 DOWN. HE WAS UNABLE TO COMMUNICATE WITH KYONE AND CARTON AN
HASE PRESENTLY OPERATING IN VOSE PR CINOIH ASKED IF THEY COULD BE
OF ASSISTANK, 525 REQUESTED ESTABLISH AND AIR COVER. SURVIVORAS
SIGHTED AT THIS TIME BY 525, AND THIS INFORMATVN WAS RELAYED TO
LIMA OPERATIONS AND CHOPPERS VEREHEN VECTORED TO THE SITE BY LIMA.
LIMA THEN HAD CJTON RELAY TO 525 THAT THE CHOPPECEWOULD NOT BE SENT
RIN FOR PICKUP UNTIL AIR COVER ARRIVED. AT 0550Z KRTON REQUESTED THIS
COVER FROM PIPE CONTROL AND LI ADVISED CARTON AT 0600ZIOHAT
EAGLE RED TWO T-26S WERE AIRBORNE AND ESTIMATING THE SCENEAT 0620Z
CFO WAS ACKNOWLEDGED AND PASSED TO 525. WHILE AWAITINVARRIVAL OF
AIR COVER 392 APPROCHED THE CRASH SITE TO CYCK FOR GND FIRE,
HE WAS SUBSEQUENTLY SHOT DOW LAND IMMEDIATEUIR ASSISTANCE WAS AGAIN
REQUESTED. LIMA T-28'S ARRIVEDAT THIEJTIME AND AFTER CLEARING THE
AREA THE DOWNED PILOT (ELICOPTER PILOT) WAS PICKED UP BY

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AIR AMERICA JFD RETURNED TO UDORN. HE ADIVSED THW HE WAS THE ONLY
SURVIVOR.
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ARS SC No. 641972

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ARODC # 641575gm

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IMMEDIATE

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CZC SHA355ZCJVD416

00 RUCOSH

DE RUMSAR 531 19/0048Z

0190050Z

FM DET 3 PACARESCUECEN TSN AFLD RVN

TO RUEAHQ/HQ USAF WASHINGTON DC

RUCDAA/MATS SCOTT AFB ILL

RUCOSH/ARS ORLANDO AFB FLA

RUHLKM/PACAF HICKAM AFB HAWAII

RUHLKM/PACARESCUECEN HICKAM AFB HAWAII

RUMALC/13AF CLARK AB P I

BT

SECRET DET 3/64-327H. HQ USAF FOR AFXOPH, PACAF FOR
HFOCC-H, ARS FOR ARODC, MATS FOR MAOCO/AT, 13 AF FOR JSARC.

1. OPENING/LOSING REPORT.

2. MISSION NUMBER: DET 3 PARC-45-18 AUG 64.

3. CONTROLLING AGENCY: DET 3 PARC.

4. SAR OBJECTIVE: USAF PILOT OF F-100.

5. LOCATION OF INCIDENT: 1758N 10314E.

6. ALEGTING AGENCY AND DTG ARS INITIALLY NOTIFIED: RESCUE TWO
(NAKHON PHANOM, THAILAND) 181210Z.

7. TYPE AND TIME OF INITIAL SAR ACTION: H-34 HELICOPTER WAS DIS-

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PATCHED FROM UDORN AND PICKED UP THE DOWNED PILOT.

8. AGENCY LOCATING OBJECTIVE: AIR AMERICA UDORN.

9. NUMBER ODDSURVIVORS: ONE USAF PILOT.

10. AGENCY AND METHOD OF RESCUE OF SURVIVORS AND/OR RECOVERY
OF DECEASED: AIR AMERICA UDORN H-34 HELICOPTER.

11. DISPOSITION OF SURVIVORS: PILOT TAKEN TO UDORN THEN FLOWN
TO HOME STATION.

12. SORTIES/FLYING HOURS BY TYPE ACFT AND AGENCY: ONE AIR AMERICA
H-34, UNKNOWN FLYING HOURS.

13. NUMBER GROUND PERSONNEL/VEHICLES/VESSELS PARTICIPATED IN
SEARCH: NONE.

14. ADDITIONAL INFO: PILOT WAS UNINJURED.

GP-4

BT

Classification (cancelled) (changed to UNCLASS)
effective on 6-5-75, under the authority of 11, by JP

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS,
DOD DIR 5200.10

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64 ARS SC No. 641958

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ARODC #

241563 gm

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SEARCH AND RESCUE

ting the Chairman of the Joint Chiefs of Staff to order CINCPAC to loan the four helicopters to Air America.⁸⁹ Admiral Felt then took the H-34s from the Fleet Marine Forces, Pacific, and turned them over to Air America.⁹⁰

These additional helicopters were soon put to use. On August 18, 1964, during the Neutralist withdrawal from their stronghold in the northwestern corner of the Plain of Jars, communist gunners brought down a T-28 engaged in a close air support mission. The wingman notified the Air Support Operations Center at Udorn, and the controllers there, following rescue procedures established at the June 15 Udorn conference, contacted the Air America Air Operations Center at Vientiane. An H-34 took off from Wattay Airport and U.S. Air Force F-100 fighters scrambled from Takhli to form a Rescue Combat Air Patrol. Pathet Lao gunners zeroed in on the approaching helicopter and shot it out of the air. As the F-100s strafed suspected gun emplacements, the enemy scored hits on one of them. The pilot wrestled his crippled craft up to a safe altitude and turned south toward Udorn. He managed to nurse the plane to the Mekong River, then ejected and landed on the southern outskirts of the Thai river town of Nong Khai. An Air America helicopter soon picked him up and flew him to Udorn.

In Vientiane, six T-28s took off from Wattay to escort a second H-34 search and rescue attempt. Meanwhile, the Air Force jets continued blasting suspected enemy positions with rocket and cannon fire. When the guns fell silent, the chopper darted in and picked up a badly burned Air America helicopter pilot. A Filipino crewman died in the helicopter crash, and the two Thai T-28 flyers, objectives of the original rescue, were last seen scurrying into the bushes, where they disappeared.⁹¹

In the next two days enemy gunners bagged two more T-28s and the crews were not rescued.⁹² From the earliest days of the air war in Southeast Asia it was apparent that search and rescue had to be timely and well organized if it was to succeed. To improve the rescue capability, Ambassador Unger asked the State Department for discretionary authority for use of Air America helicopters and planes for search and rescue whenever he felt the situation warranted such action. The Air Rescue Service HH-43Bs at Nakhon Phanom were limited in range, therefore limited in their usefulness. Royal Laotian Air Force rescue capabilities were negligible, and language differences would have made proper coordination among rescue forces, airborne controllers, the Air Support Operations Center in Udorn, the Air Operations Center in Vientiane, and the downed pilot impossible. Additionally, Air America pilots had a knowledge of flying conditions in Laos that came from years of experience.⁹³

There were no formal agreements between the United States and Laos that allowed for placing Laotian T-28s under American control during rescue efforts. During the August 18 search and rescue missions, the Royal